

MOTOR CARS

General

98 per cent of the railroad mileage of the United States. Since its establishment in 1881 and throughout its more than 40 years of engineering and manufacturing experience, the Buda Company has maintained the prestige gained in producing and marketing products of a high quality.



Motor Cars

The Buda Company manufactures all standard types of railroad motor cars and is specially well equipped for this work, being one of the largest manufacturers of automotive gasoline engines for motor trucks. The No. 19 Motor Car shown is in common use on leading roads for section or bridge gangs. The engine is hori-



No. 19 Buda Motor Car

zontal, two-cylinder opposed, four-cycle, air or water cooled, with four-inch stroke, developing eight horse power. The engine is started by cranking, independently of the movement of the car, and all parts are enclosed. The engine contains its own oiling system, consisting of a positive feed gear pump, delivering oil from pan to crank case from which all bearings and cylinders are thoroughly lubricated by splash. The ignition is direct geared high tension Eiseman magneto. The transmission is friction disc, giving a wide range of speeds, both forward and reverse. The cranking feature for starting the engine removes one source of accident common in starting motor cars in which men trip and fall while running with the car.

The No. 19 Motor Car carries from 10 to 12 persons, and is also equipped with a tool tray on each side.

The No. 32 Motor Car differs from the No. 19 in that it is directly connected by a chain and friction sprocket, which allows the engine to pick up the load gradually. Buda patented rolled steel wheels are used on Buda motor cars.

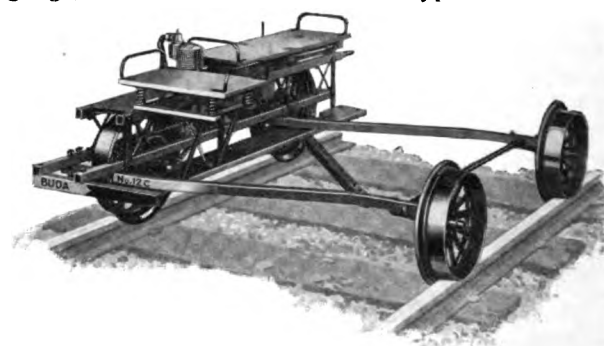


No. 32 Buda Motor Car

Motor Velocipedes

Three styles of motor velocipedes are built by the Buda Company to meet all types of service. These have rolled steel wheels, and chrome vanadium steel axles, oil treated. Model No. 201, which is for one person, draws its power from a one-cylinder, four-cycle air-cooled engine, developing $2\frac{1}{4}$ horse-power, which drives the car from the front wheel by a chain running from a 9-tooth to a large 41-tooth friction sprocket. The No. 210 motor velocipede is the same as the No. 201 excepting that it has four wheels and carries two persons.

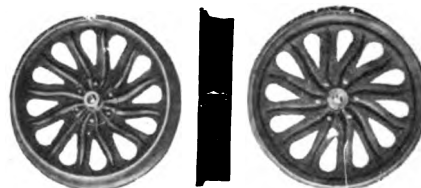
The Buda No. 12-C motor velocipede which carries three persons is particularly adapted for signal work. It is driven by a single-cylinder engine developing four horse power. Other types of Buda motor cars for inspection service and for bridge gangs, are of air and water cooled types.



No. 12-C Buda Motor Velocipede

Rolled Steel Wheels

Buda patented Rolled Steel Wheels are made from single plate open hearth flange steel. The reinforced tread provides a double thickness of metal at the point of greatest wear, and also provides a maximum of resistance to vertical



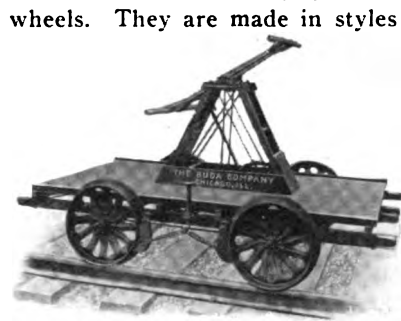
Buda Rolled Steel Wheels

load. The wheels are equipped with standard M. C. B. flanges.

THE BUDA COMPANY, CHICAGO

HAND CARS, JACKS, CROSSING GATES, ETC.

Hand Cars, Hand Velocipedes, Push Cars



Buda Hand Car

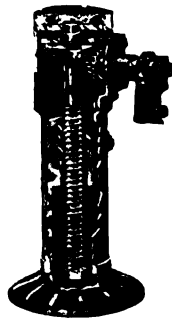
The construction and design of Buda Hand and Push Cars is in accordance with standard railroad practice. These cars have machine cut gears, taper fit steel axles, and rolled steel wheels. They are made in styles and capacities for every service and of all gages. Buda Hand Velocipedes are ball-bearing, light and easy running. They have rolled steel or wood center wheels. The wood construction is of the highest grade of white ash, combining strength and durability. These cars are furnished in four styles and of all gages.

Buda Jacks

Buda Jacks are well known for their strength and lightness and the ease with which they may be handled. The ratchet jacks are constructed in many styles, up to 40 tons capacity, single or double acting, trip or automatic



No. 201 B Jack



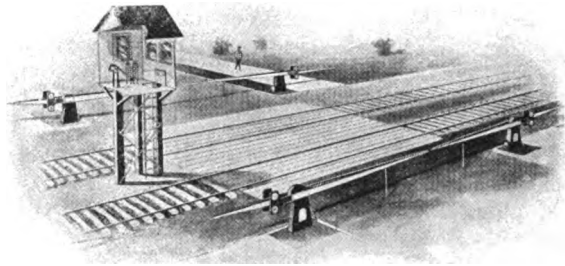
Buda Postop Jack

lowering, for track work and for car repairs. The No. 201 B Ratchet Jack illustrated is a double acting trip jack meeting all requirements of the Roadmasters' and Maintenance of Way Association. Its capacity is 10 tons with 13½ in. rise. All wearing parts are of high grade steel and the base is malleable. Buda Ball Bearing Ratchet Screw Jacks, for locomotive and car repair shops, bridge construction and general lifting purposes, are manufactured in capacities up to 75 tons. The bottom of the main screw is fitted with a nut which gives a "positive stop" when it is raised to the limit of height intended, thus preventing the possibility of damage by working the screw entirely out. All Buda Jacks are thoroughly tested before leaving the factory.

Crossing Gates

Buda Electric Crossing Gates are simple in operation, it being only necessary to throw a switch to raise or lower them, and they can be stopped instantly in any position. The Buda Company also makes Pneumatic (cylinder type) Crossing Gates, and the Bogue & Mills System

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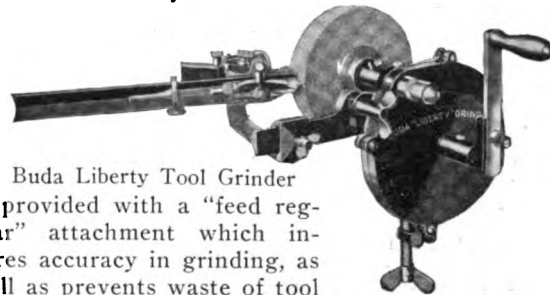


Buda Crossing Gate

Pneumatic Diaphragm types, as well as lever and crank gates and towers.

Tool Grinder

Buda Liberty Tool Grinders are operated by hand, are portable and are furnished with attachments for grinding flat and twist bits, chisels, adzes, picks and scythes. The tool can be easily attached to the section car and



Buda Liberty Tool Grinder is provided with a "feed regular" attachment which insures accuracy in grinding, as well as prevents waste of tool steel by grinding the tool too far on either side. This tool grinder is equal to many power machines and will perform the work of 20 grindstones.

Drills Track and Bonding

Buda Hyduty Paulus Track drills are accepted as standard on many roads for bolt hole drilling in T-rails or girder rails. They are of over clutch or under clutch patterns, and are furnished with spindle and chuck for a flat drill bit or a round shank twist bit. The Paulus drill can be thrown back quickly to allow trains to pass.



Buda Hyduty Paulus
Track Drill



Buda-Wilson Bonding Drill

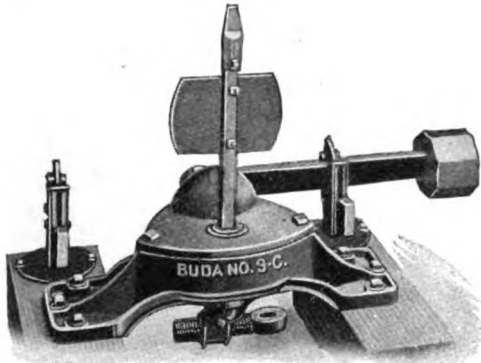
Buda-Wilson Bonding Drills, equipped with the Liberty Clamp supersede the Hyduty-Wilson Drill introduced by this company in 1898. These drills clamp to the head of the rail and the drilling may be done before the rail is laid.

THE BUDA COMPANY, CHICAGO

DRILLS, SWITCH STANDS AND TOOLS

Switch Stands

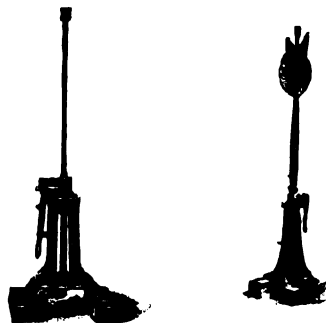
The Buda Company manufactures a complete line of switch stands for every variety of service, including automatic safety, semaphore, open base and ground throw types. The Buda 9-C Switch Stand is designed to overcome all backlash and is practically non-breakable. It is built along lines of simplicity as well as strength.



Buda 9-C Switch Stand

The height of the stand from tie to lantern tip is 21½ in. It can also be furnished with a target mast for use with a target lamp, the height then being 23 in. or any height desired.

The stands illustrated are the 9-C switch stand, the No. 22 open base high stand, and the No. 28 column base stand with target.



Open Base Column Base
Buda Switch Stands

Track Tools

The Buda Company manufactures the Jim Crow rail bender, with or without cross bars, in types to bend any rail from 12 to 100 lb. The Roller Rail Benders are manufactured in four types to bend rails from 61 to 100 lb. The com-

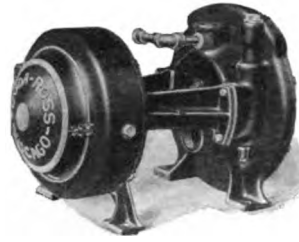


Buda Track Gage and Level

plete stock of Buda gages and levels will be found to meet any requirement arising in track work.

Headlight and Lighting Equipment

Buda-Ross Steam Turbo-Generators for locomotive headlights are well adapted for use as incandescent lighting plants on steam shovels, draglines, small boats, wrecking cranes, oil well derricks, cotton gins and isolated power plants. Wherever a steam pressure of from 85 to 200 lb. is available the Buda-Ross steam turbo-generator will prove an economical lighting plant. It is

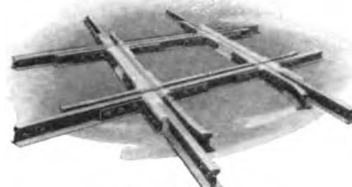


Headlight Generator

simple in operation and has no parts to get out of order, consisting of a steam-driven impulse type turbine directly connected to a one kilowatt, 110 volt, or a 32 volt direct current compound wound dynamo. The illustration is the model 1000-110 volt 1 kilowatt plant.

Special Work Frogs, Crossings Mates, Switches

The engineering department and shops of the Buda Company are well equipped to design and make all forms of special track work from simple split switches and frogs to the most complicated lay-outs, including all standard



Crossing Frogs



Girder Rail Switch

types of solid manganese, manganese center, and construction. The company also manufactures all types of mates, switches, frogs and crossings for both steam and electric railways.

Bumping Posts

The Buda All-Steel Bumping Post combines strength, durability and convenience in installation with economy in maintenance. The only work required for installation is the drilling of holes in the rail, and the post can easily be moved to a new location if desired. This bumping post has been tested in service and has proved its value under severe conditions. Maintenance is practically eliminated in this post. Adopted as standard on a large number of railroads.



Buda Bumping Post

Car and Locomotive Replacers

Buda Replacers will give satisfaction under the most difficult jobs of rerailing cars and locomotives.



Outside—Buda Replacers—Inside

THE BUDA COMPANY, CHICAGO